



# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association  
Chapter 203, Inc., February 2011

**THE NEXT EAA CHAPTER 203 MEETING** will be held at North County Airport in Jim Cook's Palm Beach Avionics hangar at 6:30 PM on Wednesday, February 9th, 2011. From the junction of the Beeline Highway (SR710) and PGA Blvd (SR786) go 2.6 miles NW; turn left at the airport sign, cross the train tracks. Follow the road to Jim's hangar, which is on the left-hand side before you get to the FBO terminal.

## HAPPENINGS . . . . .

By **Joe Scaglione**

### December Board Meeting

The December Board meeting was late because of the holidays. We sincerely hope that this was no inconvenience to anyone.

In attendance at the December meeting (January 3rd) were our new Chapter President **Steve Sinclair** (please hold any applause for later), our new Vice President **Bill Siegel**, our new Membership Chair **Jim Cook**, Treasurer **Scott Curry**, Young Eagle Coordinator **Rick Golightly**, outgoing President **Bill Perry**, and Secretary **Joe Scaglione**.

The first order of business was to certify that **Rick Golightly** is the 2011 **Member of the Year**, which was discussed before the Christmas party. Next the EAA Chapter awards were turned over to President Sinclair and will be given out at the January membership meeting. As already announced, we have vacated the hangar, and the Chapter is waiting for the return of the security deposit. This will be reported when it is actually deposited. We now occupy the storage area next to the old hangar and the key is available to the membership at the FBO desk.

This meeting was mostly a transitional function, turning everything over to the

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**If you're faced with a forced landing, fly the thing as far into the crash as possible.**

**Bob Hoover**

<b>President:</b>	<b>Steve Sinclair</b>	<b>8768 Oldham Way, West Palm Beach, FL 33412</b>	<b>561-758-2911</b>
<b>Vice President:</b>	<b>Bill Siegel</b>	<b>189 Warm Springs Terrace, Wellington, FL 33414</b>	<b>561-798-3826</b>
<b>Secretary:</b>	<b>Joe Scaglione</b>	<b>945 Marlin Drive, Jupiter, FL 33458</b>	<b>561-746-4229</b>
<b>Treasurer:</b>	<b>Scott Curry</b>	<b>11159 Thyme Drive, Palm Beach Gardens, FL 33418</b>	<b>561-691-4791</b>
<b>Young Eagles:</b>	<b>Rick Golightly</b>	<b>348 West Indiantown Road, Jupiter, FL 33458</b>	<b>561-747-9100</b>
<b>Membership:</b>	<b>Jim Cook</b>	<b>130 Euphrates Circle, Palm Beach Gardens, FL 33418</b>	<b>561-625-9335</b>
<b>Program Director:</b>	<b>Scott Thatcher</b>	<b>4174 Larch Avenue, Palm Beach Gardens, FL 33418</b>	<b>561-622-4237</b>
<b>Librarian:</b>	<b>Ana Scaglione</b>	<b>945 Marlin Drive, Jupiter, FL 33458</b>	<b>561-746-4229</b>
<b>Newsletter Editor:</b>	<b>Orville Alwin</b>	<b>638 N US HWY 1, #153, Tequesta, FL 33469</b>	<b>561-427-4538</b>
<b>Website:</b>	<b>Courtesy of Scott Thatcher</b>		<b><a href="http://eaa203.com/">http://eaa203.com/</a></b>

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new officers and filling out the Chapter insurance application and Chapter renewal. Next there was a suggestion to move the meeting times up. This is in consideration of our host **Jim Cook**. Please take note that Jim works all day in the hangar and stays late at night on meeting nights till we all leave. The change to the time is as follows: we will mix socially at 6:30 PM; during this time snacks and beverages will be on hand. At 7:00 PM sharp we will reaffirm the **Pledge of Allegiance**. Immediately the meeting will begin.

At the January meeting our speaker will be **Paul Herrick** with a slide presentation and talk about his experiences. For those who have already heard Paul's talks, you know he puts on a darn good show with plenty of laughs. You can read more about him on page six.

The **Young Eagles** are set to fly on February 5th in conjunction with a pancake breakfast. [This event has been

delayed until May—Ed.] As always, we put out the call for volunteers for both flying and ground troops. Please come to help. We also talked about a **Young Eagle** flight at **Pahokee**. This is something that is brought up once in a while. It looks like it will be a reality sometime in the near future. Please keep this in mind.

**Rick Collins**, manager of **Landmark Aviation** and friend to the Chapter, and **Pam Landis**, the manager of **Ocean Helicopters**, have let the Board know that there will be another **Aviation Day** this May. When the date and arrangements have been finalized we will be informed and we will make a decision whether or not to participate.

Finally on February 18th, 19th, and 20th we are once again hosting the annual **Venture Fly-In**. This is a very important event for us. The participants from the past three years have expressed a desire to further hold their meetings at **North County Airport**. This is a tribute to the service we

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provide to them when they're here. Again we call for people to come out to help. Let's welcome the **Ventures** with open arms. We can work to make the fly-in bigger and better each year.

## January Member Meeting

The new format of the membership meeting was in effect as of the January 12th gathering. There were twenty-seven in attendance, including four guests. The evening started promptly at 6:30 PM with light refreshments and snacks. Chit-chat and personal familiarization took place for the next half hour. During this half hour, a guest, Ms **Barbara Goransson**, presented a birthday cake to our most esteem and senior member, **Dave Bogue**. Dave, who is 94 now, was surprised when a chorus of "Happy Birthday" broke out.

At 7:00 PM, the **Pledge of Allegiance** was recited, and the regular meeting was called to order. New member **Bob Beck** introduced himself, and guests **Joe Hacker** of **Chapter 855** in **Pennsylvania**, **James Berard** from **Chapter 579** in **Chicago** and **Bob Forster** of **Maine**

introduced themselves. Next **Rick Golightly** spoke about the next **Young Eagle** event. This will be held on February 5th. He spoke at length about all the benefits of the **Young Eagle** program, to both the kids and the Chapter. There were a few questions asked to clarify some minor things. Rick informed us that the first **Young Eagle** that the Chapter flew last year has gone on this year to start flight lessons. This is not the first of our **Young Eagles** to advance in aviation. I am told that a few have gone on to become professional pilots.

There was some discussion about the numbers of **Young Eagles** that we have flown and who flew how many. There are a couple of our members who are approaching 100 kids flown. Mention was made of our leading pilot, **Fred Gramling**, who has flown well over 200 youth. The membership was brought up to date about the news coverage from the last flights.

**Scott Curry** gave the Treasurer's report. There was a total of \$9100.00 on deposit as of the meeting. The meeting was turned over to the new

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**Trouble in the air is very rare. It is hitting the ground that causes it.**  
**Amelia Earhart, '20 Hrs 40 Mins,' 1928.**

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**Membership Chair, Jim Cook.** He spoke briefly on what he intends to accomplish in the coming year. Jim continued speaking about the upcoming **Venture Fly-In**. It will be held on February 18th, 19th and 20th. The Chapter will be providing breakfast and lunch on the 19th and 20th. This is an important event for both the Chapter and the **Venture** enthusiasts.

Next, **Steve Sinclair** handed out some of the Chapter awards to the people who had not already received them. The officers got certificates and pins, and other supporting staff was recognized. The topic of reviving the practice of wearing name tags was brought up. This will become a reality in the near future. A brief discussion was held on a possible fly out or just a cookout for a future meeting. (The Board will take this subject up).

At the next meeting there will be an opportunity to order Chapter 203 tee-shirts from **Rick Golightly** at \$10 each. Please know the sizes you need. The regular meeting was then turned over to our speaker for the evening, **Paul Herrick**.

### **January Board Meeting**

The January Board meeting was held in the Palm Beach Gardens office suite of **Sinclair Engineering** on January 19th at 6:30 PM. In attendance were President **Steve Sinclair**, Vice President **Bill Siegel**, Treasurer **Scott Curry**, Internet Specialist and Program Chair **Scott Thatcher**, Membership Chair **Jim Cook**, Young Eagle Coordinator **Rick Golightly**, past President **Bill Perry**, and Secretary **Joe Scaglione**.

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**A 10 cent fuse will protect itself by destroying the \$2,000 radio to which it is attached.**  
**Robert Livingston, 'Flying The Aeronca.'**

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**Bill Perry** notified the Board that **Landmark Corporation** has forwarded the refund for hangar security deposits. This was \$1785 and was turned over to the Treasurer for deposit. This brought us to the financial report. There is \$11,100 on deposit. A discussion was held on moving funds to an account that would bear some interest. After much back and forth with the pros and cons, it was resolved that the Treasurer will look into whether or not it is feasible.

A member approached President Sinclair with a proposition for donating to the Chapter. Under most circumstances this would be more than welcome, but the Board has decided that in this particular case it would be a conflict of interest with others in the Chapter.

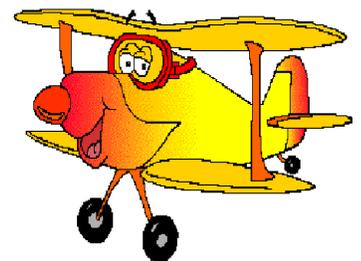
**Young Eagles** was discussed next. It has been adopted that the February 5th event is to be postponed until May in coordination with the **Aviation Day** at the airport.

The **Venture Fly-In** was the next subject. We talked about changes in the menu. We will be serving Italian sausage with onions and peppers on rolls for the Saturday lunch; sides will include cole slaw and macaroni salad.

The Board calls for as many volunteers as possible to come out and help on February 19th and 20th. **Jim Cook** expects between 25-35 attendees. The meals will be set at \$35 prepaid for the four meals Saturday and Sunday. The Board also concluded that the volunteers will not be fed until after the **Venture** attendees have eaten, as supplies allow.

President Sinclair has informed the Board that all feedback about the format of his first membership meeting has been positive. **Rick Golightly** has brought up the importance of funding and donations. We should research new and innovative ways. The Board has authorized **Steve Sinclair** to research prices if nametags are to be used at the membership meetings in the very near future.

Other topics of discussion were **Wings and Wheels** events, some free 50/50 ticket giveaways on the website, and a hangar dance or social mixer of some type for the future. The February speaker will be **Bea Haydu** featuring her book and a PowerPoint presentation on **WASPS** on the 9th (6:30 refreshments and the Pledge of Allegiance promptly at 7:00 PM).



**FLIGHT ADVISORY  
GPS Testing  
CSFTL GPS 11-01  
January 20-February 11, 2011 and February 15-February 22, 2011  
Brunswick, GA**

For more information, go to:

[https://www.faa.gov/flight\\_operations/flight\\_safety/flight\\_advisories/2011/Jan/GPS\\_Flight\\_Advisory\\_CSFTL11-01\\_Rel.pdf](https://www.faa.gov/flight_operations/flight_safety/flight_advisories/2011/Jan/GPS_Flight_Advisory_CSFTL11-01_Rel.pdf)

Thanks to Paul Hershoin for this information

## **Paul Herrick**

Paul is a 31 year retired Pratt & Whitney engineer with B Aero E and M M E degrees. He is also a Master Parachutist, Senior Parachute Rigger, Commercial Pilot, and retired Professional Aeronautical Engineer. His 1087 jumps include 150 “demo” jumps, jumps from as low as 700 feet to as high as 31,000 feet, and jumps from 116 different types of aircraft (a world record).

Paul taught propulsion at the Navy and Air Force Test Pilot Schools and Fighter Weapons Schools. He flew as a civilian flight test engineer in 30 types of military aircraft including the F-14 Tomcat and F-18 Hornet. He was also an air combat evaluation test

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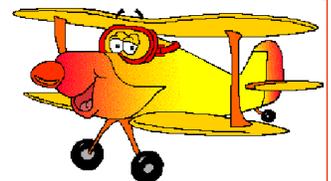
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pilot in vectored-thrust F-15, F-16, and F-22 flight simulators.

Paul won the “Most Outstanding Technical Paper” award from the Society of Experimental Test Pilots in 1990, beating out Apollo 13 astronaut Jim Lovell. He is also a member of the F-4 Phantom Mach 2 Club and the famous Caterpillar Club, after barely escaping with his life by bailing out of a burning crop duster he was test flying.

In 1959, as one of the Army’s RAVENS (Raiding Aggressor Volunteers Employing Night Skydiving), he won the “Top Skydiver” award at Ft. Campbell, KY. He also tested freefall para-scuba in 1960, before the Navy SEALs did it. He has since jumped with Army Special Forces, USAF Para-Rescue, and even into Siberia with Russian smokejumpers and paratroopers.

His hobbies include world travel and extreme adventure activities. He has circled the world twice, visited over 100 countries, and has bungee jumped on six continents.



EAA CHAPTER 203  
MEMBERSHIP FORM

**Annual Dues \$30.00**

*Please make your check payable to EAA Chapter 203 and return this form and check to:*

*Jim Cook  
130 Euphrates Circle  
Palm Beach Gardens, FL 33410*

*Thank you!*

EAA Membership Number \_\_\_\_\_ (Required by EAA National)

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

 Home \_\_\_\_\_

 Work \_\_\_\_\_

 Cell \_\_\_\_\_

 Fax \_\_\_\_\_

 Email \_\_\_\_\_

Occupation \_\_\_\_\_

Employer \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Emergency Contact Name  
and Telephone Number(s) \_\_\_\_\_

Currently-owned Aircraft \_\_\_\_\_

\_\_\_\_\_



# Sport Pilot & Private Pilot Ground School

1. Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of the Administrator, the National Transportation Safety Board, or any

- A. authorized representative of the Department of Transportation.
  - B. person in a position of authority.
  - C. federal, state, or local law enforcement officer.
- 

2. The basic purpose of adjusting the fuel/air mixture at altitude is to

- A. decrease the fuel flow in order to compensate for decreased air density.
  - B. decrease the amount of fuel in the mixture in order to compensate for increased air density.
  - C. increase the amount of fuel in the mixture to compensate for the decrease in pressure and density of the air.
- 

3. The angle of attack at which an airfoil stalls will

- A. increase if the CG is moved forward.
  - B. remain the same regardless of gross weight.
  - C. change with an increase in gross weight.
- 

4. The uncontrolled firing of the fuel/air charge in advance of normal spark ignition is known as

- A. pre-ignition.
- B. detonation.
- C. combustion.

(Answers are on pages ten and eleven.)

# Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

The pertinent section of the FARs states: Inspection of certificate. Each person who holds an airman certificate, medical certificate, authorization, or license required by this part must present it for inspection upon a request from:

The Administrator;

An authorized representative of the National Transportation Safety Board; or

Any Federal, State, or local law enforcement officer

Therefore federal, state, or local law enforcement officer is correct. An "authorized representative of the Department of Transportation" may indeed be one of the people to whom a medical certificate needs be shown (the reading is fairly ambiguous), but "federal, state, or local law enforcement officer" is the better, more general answer. "Person in a position of authority" is too broad to be correct--there are plenty of people in positions of authority to whom you do not need to show your pilot certificate.

The police can ask you for your driver's license if you speed--they can likewise ask you for your pilot/medical certificate.

Reference: 14 CFR § 61.3

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2. Answer A is correct.

We adjust the fuel/air mixture at altitude by leaning ("decreasing the fuel flow") to compensate for decreased air density at altitude.

The "increased air density" answer is incorrect because, as we climb in the atmosphere, air density decreases, not increases.

The "increase the amount of fuel" answer is incorrect because, when we lean, we decrease, not increase, the amount of fuel in the mixture (were it possible to increase the amount of fuel, this incorrect answer would result in a very excessively rich mixture at altitude).

Reference: FAA Subject Code: H928 - Powerplant

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3. Answer B is correct.

AC 61-23, chapter 1 states:

As the critical angle of attack is approached, the airstream begins separating from the rear of the upper wing surface. As the angle of attack is further increased, the separation moves forward to the area of the highest camber. This causes a swirling or burbling of the air as it attempts to follow the upper surface of the wing.

When the critical angle of attack is reached, the turbulent airflow, which appeared near the trailing edge of the wing at lower angles of attack, quickly spreads forward over the entire upper wing surface. This results in a sudden increase in pressure on the upper wing surface and a considerable loss of lift.

Due to the loss of lift and increase in form drag, the remaining lift is insufficient to support the airplane, and the wing stalls.

An increase in gross weight will result in a required increase in airspeed to maintain sufficient lift at a given angle of attack. However, the critical angle of attack (stall) will remain the same.

A change in center of gravity (CG) will affect how much force is required on the elevator/stabilizer to maintain a given angle of attack, as well as the longitudinal stability of the aircraft. As above, the critical angle of attack will remain the same.

Reference: AC 61-23, Chapter 1

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4. Answer A is correct.

The uncontrolled firing of the fuel/air charge in advance of normal spark ignition is known as pre-ignition.

Detonation is when unburned charges explode in the cylinder instead of burning normally.

Combustion is the normal process under which the fuel/air mixture is transformed into energy.

In-Advance = Pre-ignition

Reference: FAA Subject Code: H928 - Powerplant



## EAA Chapter 203

President	Steve Sinclair
Vice President	Bill Siegel
Secretary	Joe Scaglione
Treasurer	Scott Curry
Program Director	Scott Thatcher
Membership Chair	Jim Cook
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Scott Curry
Newsletter	Orville Alwin

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### TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

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### MEETINGS

The Chapter normally meets monthly at 6:30 PM on the second **Wednesday** of each month at Palm Beach Avionics hangar at North County Airport. Guests are welcome to attend two meetings, but are expected to join the Chapter at the third. Dues are \$30.00 per year.

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### NOTICE

**A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL FREE 800-435-7352 WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.**

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### NEWSLETTER

Contributions need to be in the editor's hands by the last Wednesday of the month preceding publication, unless the moon is full, in which case the deadline is the Thursday preceding the first Wednesday prior to the next scheduled meeting. Be an author! Send us something!

## Other Stuff

### Board of Directors Meeting

Please contact President Steve Sinclair for time and place of the February Board meeting.

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### Editor's Report

February 2011 Newsletter:  
64 Email Notifications Transmitted

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### Membership

55 Current Paid Members  
04 Honorary Members

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### Advertising

Two and one-half column-inches costs \$5.00 per month. A half-page ad is \$15.00 per issue. Digital artwork or photos are preferred. Contact the editor for further details.

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Chapter 203 members with email addresses on file will receive email notification of the link to the on-line "Hangar Talk". Send your email address to the editor at [sailair@alwin1.com](mailto:sailair@alwin1.com), 561-427-4538 (cell phone), or 638 N US Hwy 1, #153, Tequesta, FL 33469.

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